

**Cabinet**

**20 November 2013**



## **Street Lighting Policy Review**

### **Key Decision NS/21/13**

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#### **Report of Corporate Management Team**

**Report of Terry Collins, Corporate Director Neighbourhood Services**

**Councillor Brian Stephens, Cabinet Portfolio Holder for  
Neighbourhoods and Local Partnerships**

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#### **Purpose of the Report**

- 1 To seek approval for adoption of a revised Street Lighting policy following consultation.

#### **Background**

- 2 The Street Lighting Energy Reduction Project has been agreed following Cabinet's approval, at its meeting on 12<sup>th</sup> December 2012. The project sets out to achieve energy reduction through a combination of:
  - Retrofitting of street lights with more energy efficient light sources
  - Assessment of the Street Lighting provision
  - Future lighting of traffic signs
  - Use of Central Management System or fixed settings to facilitate dimming
- 3 Cabinet, at its meeting on 17 July 2013, gave approval to carry out a public consultation on a set of changes to the council's Street Lighting Policy, in order to confirm the council's approach to its provision of street lighting across the county in line with the energy reduction project outlined above.

#### **Policy Changes**

- 4 The existing policy, agreed by Cabinet in 2010, sets out the council's criteria for street lighting provision across the county. In light of the energy reduction project, the policy review proposed the following changes to the street lighting policy:
  - Dimming of Lights during certain hours
  - Removal of Lights in line with national guidance on provision and with the clear commitment that no street lights would be removed in residential areas;
  - Future lighting of traffic signs

## **Consultation**

- 5 A countywide consultation exercise was carried out, supported by a comprehensive communications plan to raise awareness of the consultation to encourage the broadest possible response to the policy review. The exercise included inviting feedback from Area Action Partnerships, Town and Parish Councils, the Disability Partnership and 3 focus groups, which were held in the following locations:

<b>Venue</b>	<b>Date</b>
Stainton Grove Community Centre, Stainton Grove	Monday, 23 September 2013
Stanley Council Offices, Stanley	Tuesday, 24 September 2013
The Glebe, Murton	

- 6 The full range of communication mechanisms open to the Council were used to raise awareness of the consultation and encourage participation. These included:

- The Council's website
- Emails to stakeholders and stakeholder groups including Town and Parish Councils
- Awareness raising through the Area Action Partnerships
- Media releases
- Durham County News
- Social media messages
- Information in customer access points

## **Responses**

- 7 A total of 255 responses were received via the online survey. No paper surveys were returned.
- 8 Feedback was also received from two Councillors regarding lighting in the Blackhall area in the East of the county. Two Parish Councils also supplied written responses

## **Feedback**

- 9 The following table provides a summary of the responses received from the online survey:

	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree nor Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>
Do you agree or disagree with the dimming of street lighting?	40%	32%	4%	10%	14%
Do you agree or disagree with the proposal to remove street lights where it is safe to do so?	35%	31%	9%	12%	13%
	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree nor Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>

			<b>Disagree</b>		
Do you agree or disagree with the approach of identifying street lights that may be suitable for removal?	33%	33%	12%	11%	11%
Do you agree or disagree with the proposals to replace lit traffic signs with reflective signs where the Department for Transport allows?	36%	37%	10%	10%	7%

- 10 From the responses received, it is considered that the majority of responders are supportive of the updated policy. A full copy of the consultation report can be accessed in the Members Library or by request to the service area.
- 11 The following paragraphs provide further details of the feedback received in relation to the proposed key changes.

## **Key Issues**

### Dimming

- 12 The Disability Partnership suggested that 10.00pm was too early for lights to be dimmed. They also suggested that dimming at 25% could be extended from 5.00am to 7.00am
- 13 This feedback has been considered and as dimming is not usually perceptible to the human eye, it is therefore considered to be reasonable to dim during the quieter periods of the evening and early morning when there are fewer people using the highways network.

### Removals

- 14 Through the consultation it has been identified that there was some objection to the potential permanent removal of street lighting in the Blackhall Division although this hasn't been working for several years due to repeated theft of the overhead electricity supply cable.
- 15 Monk Hesledon Parish Council support LED retrofit of street lights but raised concerns about the permanent removal of street lighting in an area which has not been working for several years due to repeated theft of the overhead electricity supply cable. They wish to see a robust risk assessment and consultation with local Members before any street lighting is removed.
- 16 Easington Parish Council support LED retrofit of street lights but oppose any removals whatsoever.
- 17 This feedback has been considered and it is proposed that where street lights identified outside the provision of the policy are not working due to theft of the overhead electricity supply cable they will not be automatically removed and consideration will initially be made instead to the use of alternative sustainable power supplies.

- 18 Where lighting has been subject to theft of the overhead electricity supply cables and is either specifically required by the policy, or is not safe to remove; a review will be undertaken to determine how the lighting can be restored through sustainable electricity supply. This will include assessing whether an underground electricity supply is technically and economically feasible. If it is not technically or economically feasible to restore the lighting then alternative road safety improvement measures will be considered such as improvements to carriageway delineation by reflective road studs, carriageway markings and improved signage.
- 19 In relation to the potential removal of existing street lighting that is not specifically required within the remit of the policy (which is based on British Standards); the feedback received confirmed that prior to removals, there should be a robust process in place for undertaking a risk assessment. The policy will therefore reflect that street lighting will only be removed where it is safe to do so based on a risk assessment of road safety and the fear of crime. This risk assessment will also be undertaken in consultation with local Members, Town and Parish Councils to ensure that it is fully informed by local knowledge.

## **Summary**

- 20 The consultation feedback received in relation to the Street Lighting Policy has been taken into account and the updated Street Lighting policy; attached as Appendix 2 to this report, will include the following key changes:
  - **Removals:** Where there is existing street lighting that is not specifically required by the Street Lighting policy then this will be removed, where it is safe to do so, based on a risk assessment of road safety and the fear of crime and following consultation with local Elected Members, Town and Parish Councils where applicable.
  - **Dimming** to take place between 10.00pm and 12.00am – 25% downwards and between 12.00am and 5.00am – 50% downwards
  - **Illuminated signs** will be replaced with reflective signs where permitted in line with the Department for Transport's traffic sign regulations.

## **Recommendations and Reasons**

- 21 Cabinet are requested to approve the updated policy in line with the review and consultation feedback

## **Background Papers**

Cabinet report of 17 July 2013: updated Street Lighting Policy  
Street Lighting Policy: approved by Cabinet on 26 May 2010  
Street Lighting Energy Reduction Project: Cabinet Report 12 December 2012  
Street Lighting Policy: Consultation Results Report Oct 2013

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**Contact: John Reed, Head of Technical Services      Tel: 03000 267454**

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## **Appendix 1: Implications**

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## **Finance**

The updated Policy will help facilitate the Street Lighting Energy Reduction Project which was approved by Cabinet on 12<sup>th</sup> December 2012. This project will deliver significant financial savings that will help meet the MTFP.

### **Staffing**

Not applicable

### **Risk**

A corporate risk assessment has been carried out and no reportable risks were identified. Street lighting will continue to be provided in accordance with British Standards by the updated Policy. Where street lighting is not required by the updated Policy it will be removed subject to a risk assessment based on road safety and fear of crime confirming that it is safe to do so.

### **Equality and Diversity / Public Sector Equality Duty**

An EqIA has been completed , see Appendix 3.

### **Accommodation**

Not applicable

### **Crime and Disorder**

Street lighting helps reduce the fear of crime.

### **Human Rights**

Not applicable

### **Consultation**

A public consultation exercise was carried out between 18 July and 26 September 2013.

### **Procurement**

Not applicable

### **Disability Issues**

The Disability Partnership were consulted as part of the consultation process. Their comments have been noted in the Policy review.

### **Legal Implications**

The Council has the power but not a duty to provide street lighting under the Highways Act 1980.

## Appendix 2



# Street Lighting Policy

Date	3 June 2013
Version	13
Status	Draft
Prepared by	Brian Buckley
Approved by	O/S

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## **1. Introduction**

- 1.1 The purpose of this policy is to detail where the Council will provide and maintain street lighting and to what standard on the adopted highway subject to available funding.
- 1.2 The term “street lighting” encompasses all illuminated assets on the adopted highway including street lights, signs, bollards and other street furniture.
- 1.3 Under the Highway Act 1980 the Council has the power but not the duty to light.
- 1.4 The Council currently manages and maintains over 80,000 street lights and 5,000 illuminated signs on the adopted highway. The inventory grows each year as new developments are adopted.
- 1.5 Where the existing adopted highway is below the standards set in this policy it will only be upgraded to the standards set in this policy where there is existing lighting which is life expired and due to be replaced.
- 1.6 This is the Council's Second Edition of its “Street Lighting Policy” document. It supersedes the original policy published in 2010.

## **2. Benefits and Costs of Street Lighting**

- 2.1 The benefits of street lighting are:
  - Reduce road traffic accidents
  - Reduce the severity of road traffic accidents
  - Reduce the fear of crime
  - Promote the night time economy
- 2.2 The costs of street lighting are:
  - Financial : Capital, maintenance and energy costs
  - Environmental : Carbon emissions and light pollution
  - Amenity : Visual and aesthetic impact
- 2.3 The policy strikes a balance between the benefits and costs of street lighting by applying British Standards.

## **3. Lighting Provision**

- 3.1 The need for street lighting varies by location. It is generally accepted that urban and residential areas should be provided with street lighting.

However, the level and standard of lighting provided will be dependent upon a number of factors.

- 3.2 For example, city and large urban areas may have relatively higher crime rates and may benefit from the provision of a high level of street public lighting whereas environmental factors in rural areas may constrain the level and type of lighting considered necessary.
- 3.3 Therefore, in accordance with national standards each locality in the County is placed into one of four Environmental Zones as shown in appendix 1.

#### 4. **Environmental Zones**

The four Environmental Zones are as follows:

***Zone E1 : National Parks, Areas of Outstanding Natural Beauty, Sites of Special Scientific Importance and other Dark Areas***

- 4.1 Roads in Zone E1 are defined as all roads within designated boundaries excluding roads in urban areas.
- 4.2 The general presumption is that street lighting should not be provided in Zone E1 areas due to light pollution and loss of amenity unless there is an overriding road safety issue which cannot be overcome by other means such as improvements to the carriageway delineation by reflective road studs, carriageway markings and improved signing.

***Zone E2 - Areas of Low District Brightness (Rural Locations outside Zone E1)***

- 4.3 Residential areas of villages and settlements within a Zone E2 area are generally provided with lighting in accordance with the relevant minimum British Standard applicable to the type and use of the adopted highway.
- 4.4 Adopted footpaths and cycle tracks will only be lit where there is high night-time use, fear of crime issues and no alternative route.
- 4.5 On roads between villages and settlements in Zone E2 areas, lighting will only be provided where there is a known night-time road safety problem that cannot be controlled by other methods such as improvements to the carriageway delineation by reflective road studs, carriageway markings and improved signing.

### ***Zone E3 - Areas of Medium District Brightness (Urban Locations)***

- 4.6 Urban roads within a Zone E3 area are generally provided with lighting in accordance with the relevant minimum British Standard applicable to the type and use of the adopted highway.
- 4.7 Adopted footpaths and cycle tracks will only be lit where there is high night-time use, fear of crime issues and no alternative route.

### ***Zone E4 - Areas of High District Brightness (urban Centres with high night-time usage)***

- 4.8 Urban centres within a Zone E4 area are generally provided with lighting in accordance with the relevant minimum British Standard applicable to the type and use of the adopted highway.
- 4.9 Roads in such areas that carry high traffic volumes will be treated as traffic routes and lit accordingly.

### **Removal of Street Lighting**

- 5.1 This policy sets out where street lighting will be provided and to what standard on the adopted highway subject to available funding.
- 5.2 Where there is existing street lighting that is not specifically required by this policy then this will be removed, where it is safe to do so, based on a risk assessment of road safety and the fear of crime.
- 5.3 The street lights that are not required by the Policy are mainly those on link roads with a de-restricted speed limit between settlements in rural areas. We estimate that there are 7,000 street lights that are not required by this Policy in County Durham. These lights are not required by statute or under British Standards and similar roads are not usually lit in other areas of the North East and the rest of the United Kingdom.
- 5.4 Local Members, Town and Parish Councils will be consulted on the proposed removal of any street light and will be provided with details and locations of any street lights identified for possible removal.
- 5.5 Illuminated signs will be removed or de-illuminated where permitted by the Department for Transport's traffic sign regulations.

## **Dimming**

- 6.1 Where the street lighting equipment installed allows, lighting levels will be dimmed as follows:
  - 10.00 p.m. to 12.00 a.m. - 25% downwards
  - 12.00 a.m. to 5.00 a.m. - 50% downwards
- 6.2 The above reflects the reduction in road traffic and pedestrians late in the evening and early in the morning. However, it will still provide a reasonable level of lighting.

## **Use of New and Emerging Technologies**

- 7.1 This policy is output based on where street lighting will be provided and to what standard on the adopted highway subject to available funding.
- 7.2 The Council will constantly review new and emerging technologies to ensure that the most technically and economically advantageous street lighting technology is utilised.
- 7.3 The Council already utilises LED (Light Emitting Diodes) light sources and a Central Management System (CMS) to facilitate dimming and remote monitoring.

## **New Developments and Adoptions**

- 8.1 The Council requires developers to follow this policy should they wish the Council to adopt street lighting. Further guidance for developers is provided in the Council's Highway Design and Commuted Sums Policy.

## Appendix 1: County Durham Environmental Zones

The following table shows the numbers of existing street lighting columns situated by Environmental Zones:

Area	Parish	Zone			
		E1	E2	E3/E4	
Derwentside	Cornsay		87	131	<b>218</b>
	Esh		249	533	<b>782</b>
	Healeyfield	3	204		<b>207</b>
	Hedleyhope		43		<b>43</b>
	Lanchester		588		<b>588</b>
	Langley		288		<b>288</b>
	Satley		21		<b>21</b>
	Consett		1633	4413	<b>6046</b>
	Stanley		1217	5950	<b>7167</b>
Chester le Street					
	Chester le Street		288	3320	<b>3608</b>
	Bournmoor		361		<b>361</b>
	Emondsley		137		<b>137</b>
	Great Lumley		592		<b>592</b>
	Little Lumley		286		<b>286</b>
	North Lodge			469	<b>469</b>
	Ouston		66	680	<b>746</b>
	Pelton		447	936	<b>1383</b>
	Plawsworth		221		<b>221</b>
	Sacriston		36	722	<b>758</b>
	Urpeth		341		<b>341</b>
	Waldridge		59		<b>59</b>
	A167		224	211	<b>435</b>
Wear Valley					
	Stanhope	457	418		<b>875</b>
	Emundbyers	36			<b>36</b>
	Bishop Auckland		430	4958	<b>5388</b>
	Tow Law		280		<b>280</b>
	Crook & Willington		1417	2615	<b>4032</b>
	Hunstanworth	4			<b>4</b>
	Wolsingham		338		<b>338</b>

Area	Parish	Zone			Total
		E1	E2	E3/E4	
Durham	Durham City		150	1929	<b>2079</b>
	Bearpark		318		<b>318</b>
	Belmont		50	1225	<b>1275</b>
	Brancepeth		79		<b>79</b>
	Brandon & Byshottles		1423	1804	<b>3227</b>
	Cassop Cum Quarrington		986		<b>986</b>
	Coxhoe		633		<b>633</b>
	Framwellgate Moor		35	1783	<b>1818</b>
	Kelloe		201		<b>201</b>
	Gilesgate			643	<b>643</b>
	Pittington		217		<b>217</b>
	Shadforth		307		<b>307</b>
	Sherburn		420		<b>420</b>
	Shincliffe		373		<b>373</b>
	Sunderland Bridge & Hett		113		<b>113</b>
	West Rainton		456		<b>456</b>
	A167		155	236	<b>391</b>
Easington	Castle Eden		177		<b>177</b>
	Easington Village		1053		<b>1053</b>
	Dalton le Dale		68	206	<b>274</b>
	East Murton		990		<b>990</b>
	Haswell		320		<b>320</b>
	Hawthorn		119		<b>119</b>
	Horden			1094	<b>1094</b>
	Hutton Henry		293		<b>293</b>
	Monk Hesledon		840		<b>840</b>
	Peterlee			3371	<b>3371</b>
	Seaton with Slingley		48	93	<b>141</b>
	Sheraton with Hulam		20		<b>20</b>
	Shotton		258	849	<b>1107</b>
	Thornley		448		<b>448</b>
	Wingate		458		<b>458</b>
	Seaham		73	2751	<b>2824</b>
	Trimdon Foundry		165		<b>165</b>
	Wheatley Hill		466		<b>466</b>
	South Hetton		399		<b>399</b>

Area	Parish	Zone			
		E1	E2	E3/E4	Total
Teesdale	Barnard Castle			686	<b>686</b>
	Barningham		13		<b>13</b>
	Bolam		9		<b>9</b>
	Boldron		10		<b>10</b>
	Bowes		65		<b>65</b>
	Cleatlam		1		<b>1</b>
	Cockfield		231		<b>231</b>
	Cotherstone		76		<b>76</b>
	Eggleston	3	65		<b>68</b>
	Etherley		316		<b>316</b>
	Evenwood & Barony		425		<b>425</b>
	Forest & Frith	7			<b>7</b>
	Gainford		165		<b>165</b>
	Gilmonby	1	3		<b>4</b>
	Hamsterley		58		<b>58</b>
	Headlam		1		<b>1</b>
	Hilton	21			<b>21</b>
	Hunderthwaite		4		<b>4</b>
	Hutton Magna		5		<b>5</b>
	Ingleton		62		<b>62</b>
	Langton		5		<b>5</b>
	Lartington		20		<b>20</b>
	Lynsack & Softley		245		<b>245</b>
	Marwood		46		<b>46</b>
	Mickleton		52		<b>52</b>
	Middleton In Teesdale	50	133		<b>183</b>
	Raby with Keverstone		5		<b>5</b>
	Newbiggen	19			<b>19</b>
	Ovington		17		<b>17</b>
	Rokeby		8		<b>8</b>
	Romaldkirk		40		<b>40</b>
	Staindrop		194		<b>194</b>
	Startforth		26	134	<b>160</b>
	Stainton		99		<b>99</b>
	Wackerfield		25		<b>25</b>
	Westwick		2		<b>2</b>
	Whorlton		10		<b>10</b>
	Winston		50		<b>50</b>
	Woodland		36		<b>36</b>

Area	Parish	Zone			
		E1	E2	E3/E4	Total
Sedgefield	Bishop Middleham		175		<b>175</b>
	Bradbury & The Isle		9		<b>9</b>
	Chilton		667		<b>667</b>
	Cornforth		465		<b>465</b>
	Ferryhill		142	1224	<b>1366</b>
	Fishburn		313		<b>313</b>
	Great Aycliffe		204	3918	<b>4122</b>
	Middridge Village		79		<b>79</b>
	Mordon		10		<b>10</b>
	Sedgefield		87	931	<b>1018</b>
	Shildon			1648	<b>1648</b>
	Spennymoor		247	2699	<b>2946</b>
	TRA167		149	297	<b>446</b>
	Trimdon		731		<b>731</b>
	Windleston		30		<b>30</b>
	Woodham			659	<b>659</b>
<b>Total</b>		<b>601</b>	<b>28,212</b>	<b>53,118</b>	<b>81,931</b>

# **Equalities and Diversity Impact Assessment**

## **Street Lighting Policy**

**Revised 2013**



**Durham County Council – Altogether Better equality impact assessment form**

Altogether Better guide to Equality Impact Assessments

**NB: Equality impact assessment is a legal requirement for all strategies plans, functions, policies, procedures and services. We are also legally required to publish our assessments.**  
**You can find help and prompts on completing the assessment in the guidance from page 7 onwards.**

### **Section one: Description and initial screening**

**Section overview: this section provides an audit trail.**

Service/team or section: Street Lighting Team , Technical Services	Start date:1 January 2013
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Lead Officer: Street Lighting Manager Service Improvement Officer (Equalities)	Reviewed 7 <sup>th</sup> October 2013
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Lead Officer: Strategic Highways Manager Service Improvement Officer (Equalities)	Reviewed 7 <sup>th</sup> October 2013
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Subject of the Impact Assessment: (please also include a brief description of the aims, outcomes, operational issues as appropriate)
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A review of the Street Lighting Policy has taken place to align the policy with changes in technology and the strategy to reduce energy consumption and associated CO2 emissions.Under the Highway Act 1980 the Council has the power but not the duty to provide street lighting. The term "street lighting" encompasses all illuminated assets on the adopted highway including street lights, signs, bollards and other street furniture. The main changes associated from the policy review are the inclusion of arrangements for removal of street lighting in areas where they are not needed and also the implementation of "dimming" in some areas at certain times in accordance with the existing policy.

Who are the main stakeholders: Public / Employees / Elected Members / Partners/ Specific audiences/Other (please specify) –. Residents, Visitors and Businesses, all highway users passing through the County.
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Is a copy of the subject attached? No Please contact – Strategic Management Team
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#### **Initial screening:**

Prompts to help you:

Who is affected by it? Who is intended to benefit and how? Could there be a different impact or outcome for some groups? Is it likely to affect relations between different communities or groups, for example if it is thought to favour one particular group or deny opportunities for others? Is there any specific targeted action to promote equality?

**Is there an actual or potential negative or positive impact on specific groups within these headings** Indicate :Y = Yes, N = No, ?=Unsure

Gender	Y	Disability	Y	Age	Y	Race/ethnicity	Y	Religion or	Y	Sexual	Y
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						belief		orientation						
<b>How will this support our commitment to promote equality and meet our legal responsibilities?</b>														
Reminder of our legal duties:														
<ul style="list-style-type: none"> <li>○ Eliminating unlawful discrimination &amp; harassment</li> <li>○ Promoting equality of opportunity</li> <li>○ Promoting good relations between people from different groups</li> <li>○ Promoting positive attitudes towards disabled people and taking account of someone's disability, even where that involves treating them more favourably than other people</li> <li>○ Involving people, particularly disabled people, in public life and decision making</li> </ul>														
<p>Provision of street lighting and any changes to the location or lighting levels could potentially impact on any of the protected characteristics. However it must be noted that the proposals do not relate to removals in residential areas and there are mitigations in place which aim to reduce this potential impact including a risk assessment process before any street lighting is removed and ensuring that lights which are dimmed will continue to provide adequate lighting levels, with the change in level generally imperceptible to many people.</p>														
<b>What evidence do you have to support your findings?</b>														
<p>National and local evidence shows that fear of crime is more likely to be an issue for older people and women. People with some disabilities, for example visual impairments, may feel more vulnerable if lighting is reduced. Consultation evidence will be included in section two.</p>														
<b>Decision: Proceed to full impact assessment – Yes</b>					<b>Date: 1/01/2013</b>									
<b>If you have answered 'No' you need to pass the completed form for approval &amp; sign off.</b>														
<b>Section two: Identifying impacts and evidence- Equality and Diversity</b>														
<b>Section overview: this section identifies whether there are any impacts on equality/diversity/cohesion, what evidence is available to support the conclusion and what further action is needed.</b>														
	Identify the impact : does this increase differences or does it aim to reduce gaps for particular groups?	Explain your conclusion, including relevant evidence and consultation you have considered.	What further action is required? (Include in Sect. 3 action plan)											
<b>Gender</b>	Consultation responses did not suggest a significant difference between males and females.	<b>Consultation responses</b> Male 116 (57%) Female 89 (43%)  Total 205 (100%) Generally the consultation responses for	<b>Mitigating action</b> Full risk assessments to be carried out prior to any street lighting being removed which would consider											

<b>Section overview: this section identifies whether there are any impacts on equality/diversity/cohesion, what evidence is available to support the conclusion and what further action is needed.</b>																					
	Identify the impact : does this increase differences or does it aim to reduce gaps for particular groups?	Explain your conclusion, including relevant evidence and consultation you have considered.	What further action is required? (Include in Sect. 3 action plan)																		
		dimming lights showed that both males and females tended to strongly/agreed with the proposals – 75% of males and 71% of females. Responses for removal of street lights showed 68% of males and 66% of females strongly/agreed. There were no significant impacts identified with regard to gender related issues	accident statistics and fear of crime.																		
<b>Age</b>	Potential impacts were identified in the screening for older people, particularly older women, and for young males.	<p>See above information in 'gender' <b>Consultation responses</b></p> <p><b>Age bands and response numbers</b></p> <table> <tbody> <tr> <td>16-24</td> <td>5</td> <td>(2%)</td> </tr> <tr> <td>25-44</td> <td>72</td> <td>(36%)</td> </tr> <tr> <td>45-54</td> <td>54</td> <td>(27%)</td> </tr> <tr> <td>55-64</td> <td>52</td> <td>(26%)</td> </tr> <tr> <td>65-74</td> <td>18</td> <td>(9%)</td> </tr> <tr> <td>Total</td> <td>201</td> <td>(100%)</td> </tr> </tbody> </table> <p>Generally the consultation responses from those aged under 64 strongly/agreed with the proposals to dim lights but this was reduced for older respondents – 75% of those aged 25-64 years and 57% of those aged over 65. Removal of street lights showed a similar difference in responses with 70% of those aged 25-64 years agreeing or strongly agreeing whilst only 43% of those aged over 65 agreed with the proposal.</p>	16-24	5	(2%)	25-44	72	(36%)	45-54	54	(27%)	55-64	52	(26%)	65-74	18	(9%)	Total	201	(100%)	<b>Mitigating action</b> Full risk assessments to be carried out prior to any street lighting being removed which would consider accident statistics and fear of crime.
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<b>Section overview: this section identifies whether there are any impacts on equality/diversity/cohesion, what evidence is available to support the conclusion and what further action is needed.</b>			
	Identify the impact : does this increase differences or does it aim to reduce gaps for particular groups?	Explain your conclusion, including relevant evidence and consultation you have considered.	What further action is required? (Include in Sect. 3 action plan)
		Consultation responses included comments on the safety of older residents and students	
<b>Disability</b>	Potential impacts for disabled people were identified in the screening	<p>The 2011 census shows that almost 24% of the county's population have a disability. Around 12% of the population have caring responsibilities for others.</p> <p><b>Consultation responses</b></p> <p>Yes 22 (11%) No 178 (89%) Total 200 (100%)</p> <p>64% of disabled respondents strongly/agreed with both the proposals to dim and to remove street lights. This was slightly lower than the responses from non-disabled people. Disability Partnership were consulted specifically, their responses suggested:</p> <ul style="list-style-type: none"> <li>• 10pm was too early for dimming – they suggested dimming between 5am and 7am but recognised this would affect people going to and from work.</li> <li>• Concerns about the impact in rural areas</li> <li>• Quality of the light can affect those with particular disabilities – comments were made that replacing the old 'orange' lights would be better for people with cataracts.</li> <li>• Size of the light 'pool' makes a difference for those with visual impairments</li> </ul>	<b>Mitigating action</b>  Full risk assessments to be carried out prior to any street lighting being removed which would consider accident statistics and fear of crime

<b>Section overview: this section identifies whether there are any impacts on equality/diversity/cohesion, what evidence is available to support the conclusion and what further action is needed.</b>									
	Identify the impact : does this increase differences or does it aim to reduce gaps for particular groups?	Explain your conclusion, including relevant evidence and consultation you have considered.	What further action is required? (Include in Sect. 3 action plan)						
		<ul style="list-style-type: none"> <li>• Risk assessment should take account of fear of crime and local information</li> </ul>							
<b>Race/Ethnicity</b>	<p>Potential impacts were identified in the screening</p> <p>There may also be issues for residents of Traveller sites which are often on the outskirts of towns and villages and may be affected by removal of lighting.</p>	<p>Almost 97% of the county's population is white British. The census also indicated that almost 500 gypsies and travellers live in County Durham. Most (64%) of the hate crimes reported in 2012 related to race or ethnicity.</p> <p><b>Consultation responses</b></p> <p>97% of responses were from white British people, the remaining 3% reported 'other' as their ethnicity. There were no specific consultation comments relating to race or ethnicity.</p>	<p><b>Mitigating action</b></p> <p>Full risk assessments to be carried out prior to any street lighting being removed which would consider accident statistics and fear of crime.</p>						
<b>Religion or belief</b>	Potential impacts were identified in the screening	<p>The majority of County Durham's population reported as Christian in the 2011 census with just over 1% recording a different religious belief. 20 of the 193 hate crimes reported in 2012 related to religion or belief.</p> <p><b>Consultation responses</b></p> <table> <tr> <td>Christian</td> <td>113 (64%)</td> </tr> <tr> <td>None</td> <td>55 (32%)</td> </tr> <tr> <td>Total</td> <td>176 (100%)</td> </tr> </table> <p>The remaining 8 responses (4%) represented a number of other religions or beliefs with only one or two people from each.</p> <p>There were no specific consultation comments</p>	Christian	113 (64%)	None	55 (32%)	Total	176 (100%)	<p><b>Mitigating action</b></p> <p>Full risk assessments to be carried out prior to any street lighting being removed which would consider accident statistics and fear of crime</p>
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Total	176 (100%)								

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		relating to religion or belief.							
<b>Sexual Orientation</b>	Potential impacts were identified in the screening	<p>There are no census figures available for sexual orientation, national evidence suggests between 5 and 7% of the population. In 2012 33 of the 193 hate crimes reported were in relation to sexual orientation.</p> <p><b>Consultation responses</b></p> <table> <tbody> <tr> <td>Heterosexual</td> <td>167 (96%)</td> </tr> <tr> <td>Gay woman/Lesbian</td> <td>1 (1%)</td> </tr> <tr> <td>Gay man</td> <td>6 (3%)</td> </tr> </tbody> </table> <p>There were no specific consultation comments relating to sexual orientation.</p>	Heterosexual	167 (96%)	Gay woman/Lesbian	1 (1%)	Gay man	6 (3%)	<b>Mitigating action</b> Full risk assessments to be carried out prior to any street lighting being removed which would consider accident statistics and fear of crime
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#### **How will this promote positive relationships between different communities?**

Some concern has been raised that the removal of street lighting on roads linking villages and hamlets may lead to isolation of the communities especially during winter months. This relates to specific locations which would be considered in the full risk assessments.

#### **Section three: Review and Conclusion**

Summary: please provide a brief overview, including impact, changes, improvements and any gaps in evidence.

This equality impact assessment considers the changes to the street lighting policy.

The main changes from the policy review are the inclusion of arrangements for removal of street lighting in areas where they are not needed and also the implementation of “dimming” in some areas at certain times.

#### **Potential impacts**

The removal or dimming of lights has the potential to impact protected characteristics. The possibility and degree of impact depends on a variety of factors including geographic location, for example, some Traveller sites could be affected by removal of lighting as they are on the outskirts of towns and villages.

Summary: please provide a brief overview, including impact, changes, improvements and any gaps in evidence.			
<b>Consultation responses</b>			
Consultation responses highlighted the potential impact on older people, students and children in terms of personal safety and security. Specific consultation with disabled people identified a number of issues including the time at which lights were dimmed, the impact in rural areas, the quality and spread of replacement lights, and the need for risk assessments to take account of local information and fear of crime.			
<b>Mitigating actions</b>			
Dimming of lights would maintain a minimum light level and the change is likely to be unnoticed by the majority of people. Following concerns recorded as part of the consultation as to the removal of street lights, full risk assessments will be carried out prior to any street lights being removed taking into consideration accident statistics and fear of crime. The service will continue to work with Police and residents to address the issue of fear of crime. Local evidence has shown that the areas with higher crime rates tend to be in town centres where the number of street lights is likely to remain unaffected.			
Action to be taken	Officer responsible	Target Date	In which plan will this action appear
Monitoring of complaints and comments relating to the implementation of this policy	Service Improvement Officer (Equalities)	December 2014	
When will this assessment be reviewed?	Date: 1 <sup>st</sup> October 2014		
Are there any additional assessments that need to be undertaken in relation to this assessment?			
Head of Service - sign off: Strategic Highways Manager <u>Reviewed</u>	<u>Date Reviewed</u> 30 October 2013		
Service equality representative - sign off: Customer Relations, Policy and Performance Manager <u>Reviewed</u>	<u>Date Reviewed</u> 30 October 2013		